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AUTHORITY

AGO ltr 29 Apr 1980

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 4TH TRANSPORTATION COMMAND
APO 96307

AVCA-TC-PTO

15 May 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 April 1967
(RCS CSFOR-65)

THRU: Commanding General
1st Logistical Command
ATTN: AVCA GO-O
APO 96307

Commanding General
United States Army, Vietnam
ATTN: AVC-DH
APO 96307

Commanding General
United States Army, Pacific
ATTN: GPO-MH
APO 96307

TO: Department of the Army
Assistant Chief of Staff for Force Development
Washington, D. C. 20310

STATUTORY #2 UNCLASSIFIED
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JAN 15 1968
auth: DT-RP

I. Section One - Significant Organizational Activities

This reporting period has been one of minor changes in organization, mission, and operating procedures within this command.

On 29 April 1967, the command received a new mission letter from 1st Logistical Command, a copy is attached as Inclosure 1. The letter did not contain any new missions, confirming in writing only those missions that have been verbally assigned since the issuance of the Command's previous Mission Letter (28 May 1966).

On 7 February 1967 the Letter of Instruction-Mission Assignment to the 125th Transportation Command (Terminal A) was updated to relieve them of the requirement to provide personnel in support of the Flight Support Branch; this mission reverted to 4th Transportation Command (see Inclosure 2).

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The 5th Transportation Company (Heavy Boat) was assigned to this command on 1st Logistical Command General Order No. 225, dated 13 March 1967 (see Inclosure 3). The unit was further assigned to the 11th Transportation Battalion (Terminal) on 4th Transportation Command General Order No. 23, dated 3 April 1967 (see Inclosure 4). The unit was stationed at Vung Tau and assigned the mission of providing vessels for the movement of cargo within the Command's inland waterway system.

The 551st Transportation Company (Terminal Service) was reassigned from U.S. Army Support Command, Cam Ranh Bay, to this command on 1st Logistical Command Letter Order No. 384, dated 29 March 1967 (see Inclosure 5). The 551st Transportation Company (Terminal Service) was further assigned to the 71st Transportation Battalion (Terminal) on 4th Transportation Command General Order No. 32, dated 20 April 1967. (See Inclosure 6). The unit was stationed at Long Binh and given the mission of operating barge sites and the staging area at the United States Army Terminal, Newport.

Explosives Loading Detachment #1, Port Security and Waterway Detail, U.S. Coast Guard Squadron One, was attached to the command on 1st Logistical Command General Order 333, dated 17 April 1967 (see Inclosure 7). This unit was further attached to the 11th Transportation Battalion by 4th Transportation Command General Order No. 33, dated 25 April 1967 (see Inclosure 8). The unit provides technical assistance to the 11th Transportation Battalion (Terminal) in ammunition discharge operations conducted at Cat Lai.

The staff of this headquarters was organized as shown on Inclosure 9 while the command was organized as shown on Inclosure 10. Key commanders and staff officers at the end of the reporting period were:

Commanding Officer: Colonel Jack C. Fuson, TC

Deputy Commander: Colonel George E. Albert, TC

Chief of Staff: Lieutenant Colonel George G. Mosgrove, TC

ACofS, G1: Lieutenant Colonel Donald R. Boardman, AGC

ACofS, G2: Major Jerry Easterling, AIS

ACofS, G3: Colonel James F. MacLeod, TC

ACofS, G4: Major Francis F. Moretti, TC

ACofS, Comptroller: Major Harry K. Stevenson, TC

ACofS, Plans, Training and Organization: Lieutenant Colonel James B. Reed, TC

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Inspector General: Major Paul J. Cook, IG

Staff Judge Advocate: Major Frank C. Dorsey, SJA

Provost Marshal: Lieutenant Colonel Fred A. Warrick, MPC

Adjutant General: Captain Omer E. Pigeon, Jr., AGC

Operations Branch: Lieutenant Colonel Normal Brown, TC

Cargo Accounting Branch: Lieutenant Colonel Kester W. Grandia, TC

Transportation Branch: Major Joseph A. Torsani, TC

Maintenance Branch: Major Robert Robinson, TC

Engineer Branch: Major Arther L. McBride, CE

Purchasing and Contracting Branch: Major William J. Quinn, TC

Marine Service Branch: Major James D. Lester, TC

Supply Branch: 1st Lieutenant Richard D. Palmisciano, QMC

Signal Branch: Major Robert D. Maus, Sig C

Cargo Support Branch: 1st Lieutenant Phillip B. Norton, TC

Review and Analysis Branch: 1st Lieutenant Howard A. Straus, QMC

Management Services Branch: Major Grady L. Burleson, TC

Fiscal Branch: Captain Jacob F. Baker, FC

Systems Development Branch: Captain Hugh L. McGaw, TC

Plans and Training Branch: Major Paul E. Peacock III, TC

Organization Branch: Captain James T. Azar, TC

PMO Opns Branch: Captain Charles R. Glick, MPC

Flight Support Branch: Major William C. Weaver, INF

Chaplain: Lieutenant Colonel Louis M. Jackson, CHAP

Information Branch: Captain John H. Evans, TC

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Headquarters Commandant: Captain James H. Powers, TC

Civilian Personnel Branch: Captain John R. Haynes, TC

Commanding Officer, Headquarters Company, 4th Transportation Command:
Captain Wesley C. Hyde, INF

Commanding Officer, 125th Transportation Command: Colonel Cary A. Kennedy,
Jr., TC

Commanding Officer, 11th Transportation Battalion (Terminal): Lieutenant
Colonel Thomas H. Hoy, TC

Commanding Officer, 71st Transportation Battalion (Terminal): Major
Robert Jones, TC

Commanding Officer, 511th Transportation Detachment (Terminal Contract
Supervision): Lieutenant Colonel William B. Strong, TC

During the reporting period the command was involved in one major unit movement: Operation IOLA. This operation involved the off-loading and discharge of personnel, equipment and cargo belonging to the 9th Infantry Division and associated units through the ports of Vung Tau and Saigon. During the period 18 December 1966 through 1 February 1967, 12,766 personnel and 2,099 short tons of TAT were discharged through the port of Vung Tau, while during the period 17 October 1966 through 21 February 1967 a total of 51 personnel and 34,534 short tons of cargo and equipment were discharged. The after action report for Operation IOLA is attached as Inclosure 12.

During the period 1 February 1967 through 30 April 1967, the following number of vessels arrived for discharge within the Saigon Port.

<u>Berth</u>	<u>Feb</u>	<u>Mar</u>	<u>Apr</u>	<u>Total</u>
MM1	9	11	12	32
MM2	9	14	8	31
MM3	11	5	11	27
K-8	5	6	5	16
K-9	9	9	7	25
K-10	11	15	7	33
K-12	8	8	9	25
Total:	62 (15)	68 (17)	59 (22)	189 (54)

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NOTE: Figures in parentheses indicate the number of LSTs worked on the berths.

For the same period, the following statistics are the primary indicators of the command's effectiveness:

MONTH OF FEBRUARY

	<u>SAIGON (MILITARY)</u>	<u>CIP</u>	<u>CPA</u>	<u>AMMO SYSTEM</u>	<u>VUNG TAU</u>	<u>USAT NEWPORT</u>
S/T DISCHARGED:	176856	50433	15018	47802	26035	65507
S/T DISCHARGED:						
S/T LOADED:	<u>19534</u>	<u>14934</u>	<u>1452</u>	<u>165</u>	<u>15995</u>	<u>8793</u>
S/T HANDLED:	197380	65367	16470	47967	42030	74300

MONTH OF MARCH

	<u>SAIGON (MILITARY)</u>	<u>CIP</u>	<u>CPA</u>	<u>AMMO SYSTEM</u>	<u>VUNG TAU</u>	<u>USAT NEWPORT</u>
S/T DISCHARGED	175189	64713	29749	42359	20704	45749
S/T LOADED	<u>24364</u>	<u>7456</u>	<u>0</u>	<u>1162</u>	<u>8852</u>	<u>13911</u>
S/T HANDLED:	199553	72169	29749	43521	29556	59660

MONTH OF APRIL

	<u>SAIGON (MILITARY)</u>	<u>CIP</u>	<u>CPA</u>	<u>AMMO SYSTEM</u>	<u>VUNG TAU</u>	<u>USAT NEWPORT</u>
S/T DISCHARGED:	200634	54168	37760	42158	31909	55812
S/T LOADED:	<u>34847</u>	<u>9080</u>	<u>960</u>	<u>0</u>	<u>13407</u>	<u>20591</u>
S/T HANDLED:	235481	63248	38720	42158	45316	76403

TOTAL CARGO HANDLED

	<u>SAIGON (MILITARY)</u>	<u>CIP</u>	<u>CPA</u>	<u>AMMO SYSTEM</u>	<u>VUNG TAU</u>	<u>USAT NEWPORT</u>	<u>TOTAL</u>
FEBRUARY:	197380	65367	16470	47967	42030	47300	443514

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TOTAL CARGO HANDLED CONT'D

	<u>SAIGON</u> <u>(MILITARY)</u>	<u>CIP</u>	<u>CPA</u>	<u>AMMO</u> <u>SYSTEM</u>	<u>VUNG TAU</u>	<u>USAT</u> <u>NEWPORT</u>	<u>TOTAL</u>
MARCH:	199553	72169	29749	43521	29556	59660	434208
APRIL:	<u>235481</u>	<u>63248</u>	<u>38720</u>	<u>42158</u>	<u>45316</u>	<u>76403</u>	<u>501326</u>
TOTAL:	632414	200784	84939	133646	116902	210363	1379048

During the reporting period the command was advised by MACV that the lease of berths K-8, 9, & 10 would expire on 30 June 1967, and could not be renewed. Plans were made and executed for the turnback of K-8 & 9, which was accomplished on 31 March 1967. The turnback was accomplished early to assist the Commercial Port in their cargo operation. Presently it is planned to turnback K-10 on 30 June 1967. K-10 is the facility presently used for RO/RO operations. Prior to the turnback of K-10, preparation of a RO/RO site at K-12 must be completed. The turnback of facilities in the Commercial Port has been facilitated by the completion of a 2nd berth at United States Army Terminal, Newport. Designated Newport #3, the berth became available to the command late in the month of March.

On 1 April 1967 discharge of ammunition vessels was formally ceased at Nha Be with the availability of buoys for in-stream discharge of three (3) ammunition vessels at Cat Lai. Ammunition discharge was shifted to Cat Lai due to the safety hazard that existed from the proximity of the large oil storage facilities in the Nha Be area.

On 19 and 20 April 1967, the command received its Annual General Inspection, which was conducted by Headquarters, 1st Logistical Command. The command received an overall satisfactory rating.

In an effort to provide centralized control and improve their operating efficiency, harborcraft elements attached to the 11th Transportation Battalion were reassigned to this headquarters (see Inclosure 13). This reassignment will facilitate operational control and the conduct of maintenance aboard the vessels.

During the reporting period, training was conducted in accordance with 4th Transportation Command Regulation 350-1 (see Inclosure 14). This regulation provides approximately two (2) hours of training per week in subjects as prescribed by higher headquarters.

II. Section Two - Commander's Observations and Recommendations

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AVCA-TC-PTO

15 May 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 April 1967

1. Section Two, Part I - Observations (Lessons Learned)

a. Personnel

(1) Item: LN Safety Classes:

(a) Discussion: During the reporting period the Vietnamese Safety Technician has organized an aggressive and effective safety program among Vietnamese employees throughout the command.

(b) Observation: Reconnaissance of work areas and practices is made prior to the administration of classes; the purpose of these initial visits is to identify areas which should be included in the scope of the class. Five to ten pages of mimeographed safety instructions, printed in Vietnamese, are passed out at the conclusion of the class. 1st Logistical Command has distributed these safety handouts to all 1st Log subordinate commands to be used as a guide in establishing LN safety programs.

(2) Item: Work Standards:

(a) Discussion: The laborers employed by the headquarters for janitorial service had no established standards for cleanliness and sanitation within the headquarters. Due to the lack of standards there were no uniform results, and it was difficult to either admonish or compliment.

(b) Observation: Standards established for the various areas within the headquarters (e.g., hallways, offices, latrines, etc.) were printed as an SOP in Vietnamese and distributed to all workers. This SOP will be a starting point for future improvement in methods and standards.

b. Operations: None

c. Training and Organization: None

d. Intelligence: None

e. Logistics:

(1) Item: Maintenance Intervals for Equipment

(a) Discussion: TM's and LO's prescribe required maintenance intervals for equipment utilized under normal operating conditions and state that maintenance and lubrication intervals should be reduced for abnormal operations. Experience of this command in operations of equipment in RVN has revealed that constant scrutiny must be made of maintenance intervals reduced in accordance with conditions at each operational site.

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(b) Observation: Commanders must maintain constant vigilance on maintenance intervals and adjust schedules in accordance with operating conditions.

f. Others:

(1) Item: Radio Teletype

(a) Discussion: Radio teletype has proved a most efficient means of communications for operations in which this command is engaged. It has longer range than FM Radio, provides a printed copy which other AM equipment doesn't, and it is more flexible than land-line teletype. Certain problems, such as short life of equipment, range, and reliability of signal, have been encountered and solutions found.

1. Life of Equipment: a. Wherever possible, equipment is removed from hut for better ventilation.

b. Air filters are rotated every 12 hours.

c. PP/1104 power supplies are used to provide a constant power source, avoiding extreme power buildups and losses.

d. Teletypewriter motor speeds are checked frequently to avoid motor burnout.

2. Range: A 15 foot whip antenna is provided with the radio teletype. In its place a 200 foot doublet antenna and a 24 foot marine antenna are used. The doublet raises output wattage from 28 to 100 watts. The marine whip allows full advantage to be taken of the groundwave.

3. Signal Reliability: This problem has not been fully solved. Although the more effective antennas have raised signal reliability, atmospheric conditions, especially during the monsoon season, lowers reliability tremendously. Frequencies in the 2 megacycle range provides fair signal, but a frequency in the 6 to 9 megacycle range provides a nearly interference free signal.

(b) Observation: Maintenance in a hot, humid climate is of prime importance to prevent equipment breakdown. Frequencies assigned in the required bands will provide reliable communications in most instances.

(2) Item: Command Safety Bulletin:

(a) Discussion: Monthly safety council meetings were the only means available to the safety officer to discuss matters with all safety officers simultaneously.

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(b) Observation: A 4th Transportation Command Safety Bulletin is published monthly, two weeks after the monthly safety council meeting. This covers the communication gap which existed between safety council meetings.

(3) Item: Accident Analysis:

(a) Discussion: Although accidents were analyzed as to prime causes, little guidance existed in the program as to what to do with the data, and how to utilize it.

(b) Observation: Charts were devised which show cumulative and monthly trends in the following areas: Type of accident, activity in which personnel were engaged, age and rank of personnel involved, and the primary causes (attitude, lack of knowledge, supervisory failure). These charts, when posted, reflects the problem, the status of personnel with whom safety communication is desired, and what needs to be stressed with these personnel. This data is passed on to the safety officer of subordinate units for action.

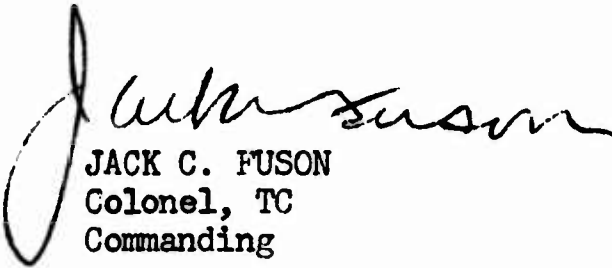
(4) Item: Supervisor's Safety Checklist:

(a) Discussion: There are several regulations which pertain to safety in the several areas of operations existing within this command; however supervisors at the working level had no ready reference.

(b) Observation: A forty-one page booklet was printed and 1000 copies were distributed throughout the command. The booklet is of a size which will fit into the fatigue blouse pocket, and it draws together all existing regulations and standards into a single-reference guide for supervisors at all levels and in every area of operation.

II Section Two, Part II - Recommendations: None.

14 Incl
as


JACK C. FUSON
Colonel, TC
Commanding

INCLs 1-8, 11, 13-14 WITHDRAWN AT DA

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AVCA GO-O(15 May 67)

1st Ind

SUBJECT: Operational Report for the Quarterly Period Ending 30 April
1967 (RCS CSFOR 65)

HEADQUARTERS, 1ST LOGISTICAL COMMAND, APO 96307

. 7 JUL 1967

TO: Deputy Commanding General, United States Army, Vietnam, ATTN: AVHGC-DH,
APO 96307

1. The Operational Report for the quarterly period ending 30 April
1967, submitted by the 4th Transportation Command, is forwarded.

2. The 4th Transportation Command was engaged in combat service
support operations for 89 days during the reporting period.

3. Concur with the basic report. The report is considered adequate.

FOR THE COMMANDER:

Timothy S O'Hara

TEL: LYNX 430/782

TIMOTHY S. O'HARA
1LT, INF
Acting Asst AG

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AVHGC-DST (15 May 67)

2d Ind

SUBJECT: Operational Report-Lessons Learned for the Period Ending
30 April 1967 (RCS CSFOR-65) (U)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96307

11 JUN 1967


TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-OT,
APO 96558

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the period ending 30 April 1967 from Headquarters, 4th Transportation Command as indorsed.

2. (U) Concur with the basic report as indorsed.

FOR THE COMMANDER:

~~14 Incls~~
ne


E. L. KENNEDY
CPT, AGC
Asst Adjutant General

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GPOP-DT(15 May 67)

3d Ind

SUBJECT: Operational Report-Lessons Learned for the Period Ending
30 April 1967 (RCS CSFOR-65), HQ 4th Trans Comd

HQ, US ARMY, PACIFIC, APO San Francisco 96558 3 AUG 1967

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

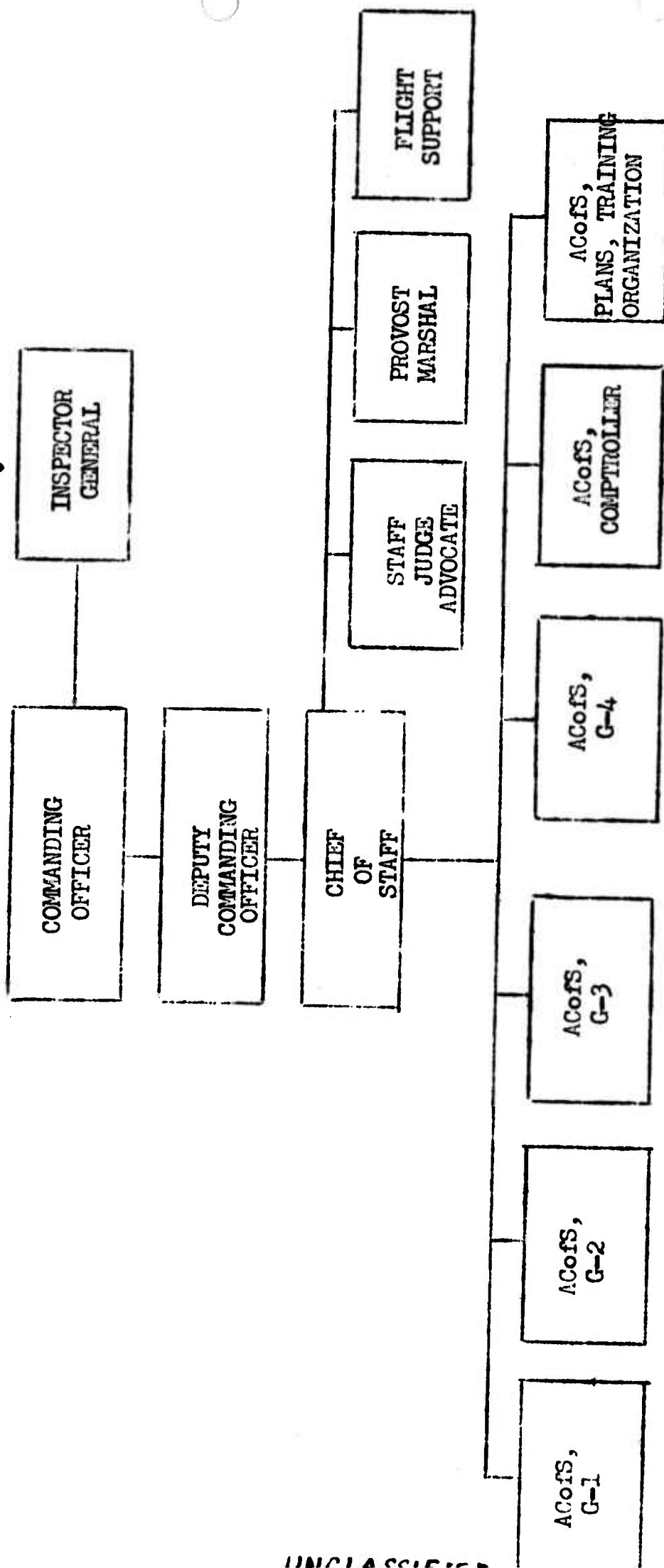
This headquarters concurs in the basic report as indorsed.

FOR THE COMMANDER IN CHIEF:



H. SNYDER
CPT, AGC
Asst AG

HEADQUARTERS, 4TH TRANSPORTATION COMMAND

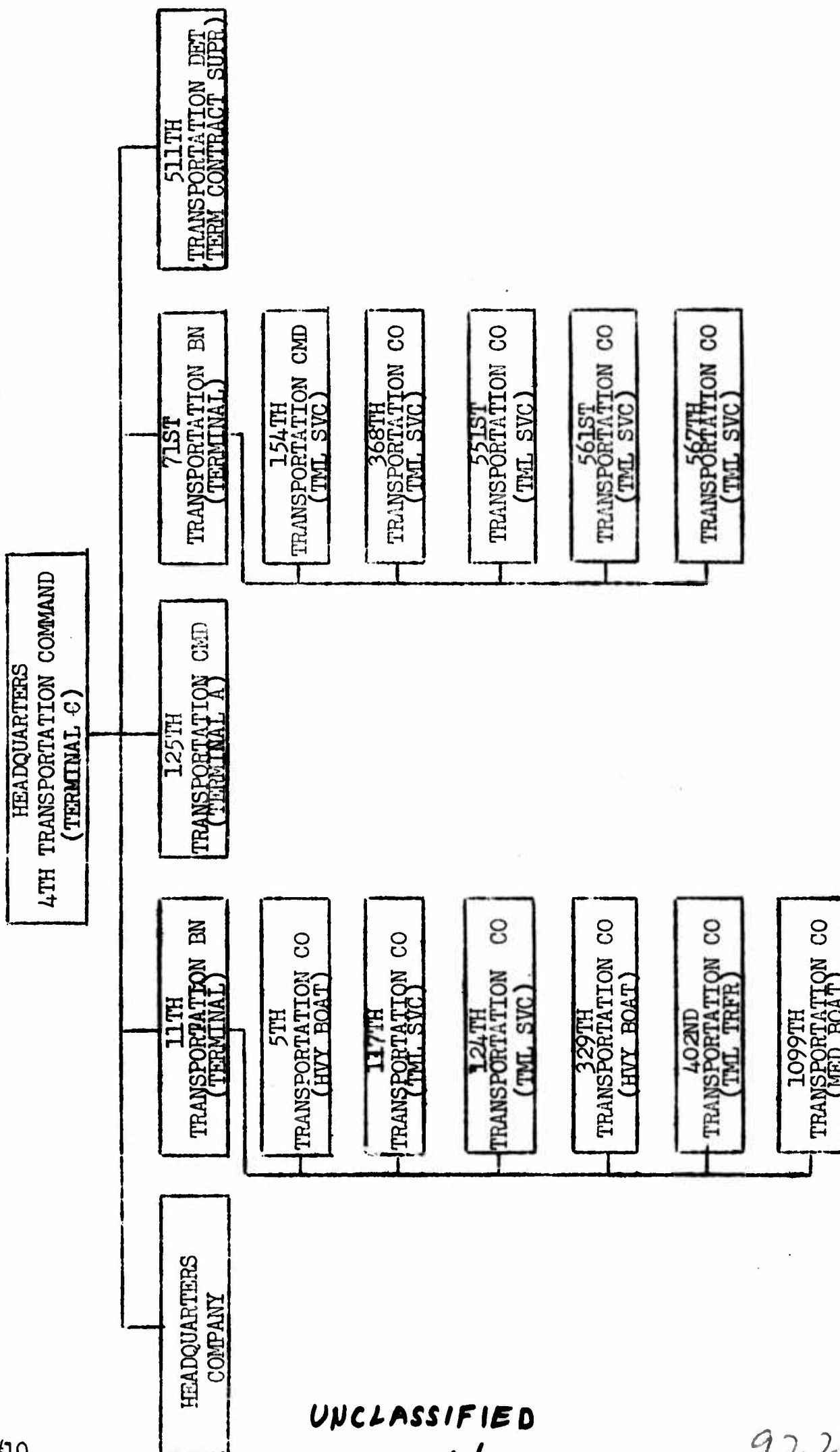


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4TH TRANSPORTATION COMMAND



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DEPARTMENT OF THE ARMY
HEADQUARTERS, 4TH TRANSPORTATION COMMAND
APO 96307

AVCA-TC-GCT

21 February 1967

SUBJECT: After Action Report Operation Iola (U)

TO: Commanding General
1st Logistical Command
ATTN: AVCA GO-O
APO 96307

1. REFERENCES

- a. Message AVCA GO-O 0042 DTG 190337 Jan 67-Subject change of Code Name.
- b. Oplan 65-67 (Operation Iola) (U), Hq, USARV, dated 17 October 1966.
- c. Oplan 53-67 (Operation Iola) (U), Hq, Field Force Vietnam, dated 21 November 1966.
- d. Oplan 50-66 (Operation Iola)(U), Hq, 1st Logistical Command, dated 25 October 1966.
- e. Oplan 28-66 (Operation Iola) (U), Hq, 1st Infantry Division, dated 12 December 1966.
- f. Oplan 29-66 (Operation Iola) (U), Hq, USASUPCOM, Saigon, dated 3 November 1966.

2. MISSION

- a. Off-load personnel, equipment and cargo belonging to the 9th Infantry Division and associated units through the ports of Vung Tau and Saigon.
- b. Establish, operate and man a Control Center at Saigon Port.
- c. Inform USASC, Saigon-Command and Control Center of all significant moves and pertinent information including ship and arrivals and departures.
- d. Establish a briefing capability and maintain at the Control Center up-to-date status concerning vessels on berth.

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AVCA-TC-GCT

21 February 1967

SUBJECT: After Action Report Operation Iola

e. Maintain liaison with USASC, Saigon and the 9th Infantry Division.

3. OPERATIONS

a. Concept of Operations - During the period 18 Oct 66 - 21 Feb 67, the 9th Infantry Division and associated units arrived in RVN through the surface ports of Vung Tau and Saigon in five (5) Increments:

(1) 1st Increment: 15th Engineer Bn (-) consisting of 910 personnel.

(2) 2d Increment: 9th Infantry Division HHC (-), support elements, and 3d Bde.

(3) 3d Increment: 1st Bde and support elements.

(4) 4th Increment: 2d Bde and support elements.

(5) 5th Increment: 9th Infantry Division (-).

b. Vung Tau Sub-Port: As directed in referenced oplans, the debark of passengers and the discharge of TAT was accomplished. All elements of the 9th Infantry Division were discharged from the following passenger vessels.

<u>VESSEL</u>	<u>DATE DISCHARGED</u>	<u>TROOPS</u>	<u>TAT (Short Tons)</u>
USNS Barrett	18 Dec 66	1438	376
USNS Weigle	20 Dec 66	2484	336
USNS Rose	31 Dec 66	1408	237
USNS Patch	31 Dec 66	1678	285
USNS Upshur	2 Jan 67	1130	140
USNS Pope	29 Jan 67	3204	450
USNS Geiger	1 Feb 67	1424	275

(1) Troops were debarked from vessels into landing craft and transported to the beach at Vung Tau. They were then loaded in 2½ ton trucks and convoyed up Route 15 to the 9th Infantry Division base camp at Bear Cat. All phases of this portion of our mission were accomplished without incident.

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SUBJECT: After Action Report Operation Iola (U)

(2) TAT was moved in essentially the same manner as the troops,

c. Saigon Port: This segment of the operation consisted of the discharge and clearance of all equipment and general cargo which arrived on the following vessels:

<u>VESSEL</u>	<u>DATES DISCHARGED</u>
Charlotte Lykes	17/19 Oct 66
Briton Lykes	21/23 Oct
Pendleton	25/28 Oct
Kyska	29 Oct/1 Nov
San Mateo	15/16 Dec
Flower Hills	20/22 Dec
Fair Isle	22/23 Dec
Adabelle Lykes	23/24 Dec
City of Alma	26/30 Dec
Cuba	29/31 Dec
Gretna	30 Dec/1 Jan 67
Hawaiian Refiner	3/5 Jan
Pecos	5/7 Jan
Oshkosh	7/9 Jan
Ames Victory	7/9 Jan
USNS Bland	9/11 Jan
Golden State	10/12 Jan
Aimes Lykes	18/19 Jan
Rider	20/21 Jan
Nancy Lykes	23/25 Jan
Antinous	26/30 Jan

21/12

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<u>VESSEL</u>	<u>DATES DISCHARGED</u>
American Pride	26/31 Jan
Miller	1/4 Feb
Douglas Victory	3/5 Feb
Shirley Lykes	4/5 Feb
Fortaleza	6/7 Feb
Navajo Victory	17/20 Feb
Ruth Lykes	18/20 Feb
Clarksville Victory	19/20 Feb
Birmingham Victory	To be phoned in

NOTE 1: A more detailed listing by tonnage and equipment is attached as Inclosure 1.

(1) An Operation Control Center was established to monitor and coordinate all aspects of Operation Iola. Detailed status figures were maintained on all vessels discharging and this data relayed to USASC, Saigon through daily sitreps. Briefings were given as required to all interested visitors. The center was manned on a 24 hour basis during discharge and clearing operations.

(2) Deep draft cargo vessels were discharged primarily in Area I of the port. As the equipment and cargo was discharged it was deprocessed, formed into 15-20 vehicle convoys and taken under MP escort to the base camp at Bear Cat during daylight hours and to a staging area in the Laterite Pit site at Long Binh during the hours of darkness. All track and other outsized equipment was moved from the port between the hours of 2400 and 0400 in special convoys.

4. PROBLEM AREAS ENCOUNTERED: There were no significant problems.

5. LESSONS LEARNED:

a. Due to the vastness of this move there were many changes made in the personnel provided by the 9th Infantry Division to maintain liaison with this command. It was found that a great deal of effort and time could have been saved by appointing one group of officers and NCO's to handle the entire project. The efficiency gained by this method greatly increases the effectiveness of clearing operations.

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b. That existing communications were not always adequate. There were three common user circuits and one sole user circuit available at the Command and Control Center but the land lines proved very unreliable in disseminating required data quickly. This was remedied by the use of organic radio equipment as required.

6. RECOMMENDATIONS: That one team of port liaison personnel staffed for a 24 hour operation be appointed by all units clearing cargo through this port and that this team remain at port until all cargo for a particular project is completely discharged and cleared.

7. CONCLUSIONS: All aspects of Operation Iola were completed satisfactorily. The close coordination between this command, USASC, Saigon and the 9th Infantry Division was outstanding and contributed measurably to the successful accomplishment of our mission.


FOR THE COMMANDER:

TEL: Saigon Port 243

1 Incl
Sequence of Discharge

/s/Omer E. Pigeon, Jr.
/t/OMER E. PIGEON, JR.
Captain, AGC
Adjutant General

A TRUE COPY:


RICHARD B. COCHRANE
CPT, TC
Historical Officer

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SEQUENCE OF DISCHARGE

CARGO VESSELS

VESSEL	ARRIVED	START DISCHARGE	COMPLETED	TOTAL LONG TONS	TOTAL MEAS TONS
CHARLOTTE LYKES	1700/17 Oct 66	1900/17 Oct 66	0330/19 Oct 66	1,759	6,177
BRITON LYKES	1000/21 Oct	1300/21 Oct	0830/23 Oct	377	1,465
PENDELTON	1700/25 Oct	1900/25 Oct	1000/28 Oct	326	734
KYSKA	1800/29 Oct	2000/29 Oct	0100/1 Nov	1,614	10,646
SAN MATEO	1800/15 Dec	1930/15 Dec	1500/16 Dec	162	986
FLOWER HILLS	1130/20 Dec	1200/20 Dec	0800/22 Dec	1,496	7,225
FAIR ISLE	1430/22 Dec	1500/22 Dec	1300/23 Dec	1,097	6,212
ADABELLE LYKES	1440/23 Dec	1530/23 Dec	2100/24 Dec	2,584	8,013
CITY OF ALMA	1000/26 Dec	1000/27 Dec	0600/30 Dec	1,431	5,964
CUBA	1630/29 Dec	2000/29 Dec	2200/31 Dec	1,535	6,003
GRETNA	1800/30 Dec	1900/30 Dec	0300/1 Jan 67	967	4,382
HAWAIIAN REFINER	1800/3 Jan 67	2000/3 Jan 67	1000/5 Jan	1,416	7,090
PECOS	1200/5 Jan	1400/5 Jan	0600/7 Jan	1,261	6,603
OSHKOSH	1430/7 Jan	1630/7 Jan	0600/9 Jan	413	2,205
AMES VICTORY	1800/7 Jan	2000/7 Jan	0600/9 Jan	45	292

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SEQUENCE OF DISCHARGE

CARGO VESSELS

D	TOTAL LONG TONS	TOTAL MEAS TONS	TOTAL WHEEL VEH	TRAILERS	TOTAL TRACKS	OTHER MAJOR ITEMS	TONS GEN CARGO	PAX
Oct 66	1,759	6,177	---	---	---	---	---	---
Oct	377	1,465	---	---	---	---	---	1
Oct	326	734	---	---	---	---	---	---
ov	1,614	10,646	---	---	---	---	---	---
Dec	162	986	36	31	---	---	3.5	2
Dec	1,496	7,225	197	112	---	1	163	2
Dec	1,097	6,212	164	148	---	2	223	2
Dec	2,584	8,013	121	100	103	---	182	3
Dec	1,431	5,964	182	129	40	16	187	2
Dec	1,535	6,003	131	174	1	---	79	1
Jan 67	967	4,382	192	163	---	---	122	2
Jan	1,416	7,090	263	219	---	---	62	2
Jan	1,261	6,603	219	161	---	18	249	2
Jan	413	2,205	46	44	---	4	---	2
Jan	45	292	9	15	---	---	6.5	2

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VESSEL	ARRIVED	START DISCHARGE	COMPLETED	TOTAL LONG TONS	TOTAL MEAS TONS	TO WHE
USNS BLAND	1800/9 Jan 67	2000/9 Jan 67	0100/11 Jan 67	1,052	2,389	
GOLDEN STATE	1800/10 Jan	2000/10 Jan	0600/12 Jan	1,207	5,636	
AIMEE LYKES	1200/18 Jan	1400/18 Jan	1830/19 Jan	1,924	7,412	
RIDER	1700/20 Jan	1900/20 Jan	2400/21 Jan	1,750	6,687	
NANCY LYKES	1600/23 Jan	1800/23 Jan	2300/25 Jan	1,232	6,328	
ANTINOUS	1800/26 Jan	2000/26 Jan	0300/30 Jan	958	2,028	
21 AMERICAN PRIDE	1630/26 Jan	1830/26 Jan	1200/31 Jan	62	125	
MILLER	1200/1 Feb	1400/1 Feb	1100/4 Feb	549	1,209	
DOUGLAS VICTORY	1300/3 Feb	1500/3 Feb	1000/5 Feb	1,582	5,460	
SHIRLEY LYKES	1200/4 Feb	1400/4 Feb	1400/5 Feb	1,272	5,658	
FORTALEZA	1300/6 Feb	1500/6 Feb	2300/7 Feb	1,130	5,255	
NAVAJO VICTORY	1100/17 Feb	1400/17 Feb	0500/20 Feb	62	141	
RUTH LYKES	1200/18 Feb	1400/18 Feb	0300/20 Feb	1,648	6,344	
CLARKVILLE VICTORY	1200/19 Feb	1400/19 Feb	0600/20 Feb	484	2,323	

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COMPLETED	TOTAL LONG TONS	TOTAL MEAS TONS	TOTAL WHEEL VEH	TRAILERS	TOTAL TRACKS	OTHER MAJOR ITEMS	TONS GEN CARGO	PAX
0100/11 Jan 67	1,052	2,389	---	---	---	---	1,173	2
0600/12 Jan	1,207	5,636	164	89	24	---	782	2
1830/19 Jan	1,924	7,412	176	122	6	20	186	2
2400/21 Jan	1,750	6,687	101	76	---	1	776	~
2300/25 Jan	1,232	6,328	196	194	18	---	337	2
0300/30 Jan	958	2,028	---	---	---	---	1,073	2
1200/31 Jan	62	125	---	---	---	---	70	2
1100/4 Feb	549	1,209	---	---	---	---	615	2
1000/5 Feb	1,582	5,460	91	89	82	---	237	2
1400/5 Feb	1,272	5,658	135	82	---	18	213	2
2300/7 Feb	1,130	5,255	145	126	---	---	451	2
0500/20 Feb	62	141	---	---	---	---	70	
0300/20 Feb	1,648	6,344	74	21	9	---	1,012	2
0600/20 Feb	484	2,323	69	55	---	1	77	2

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